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INSTALLATION INSTRUCTIONS

Hydraulic Front Brake Kit for E-Z-GO RXV Electric

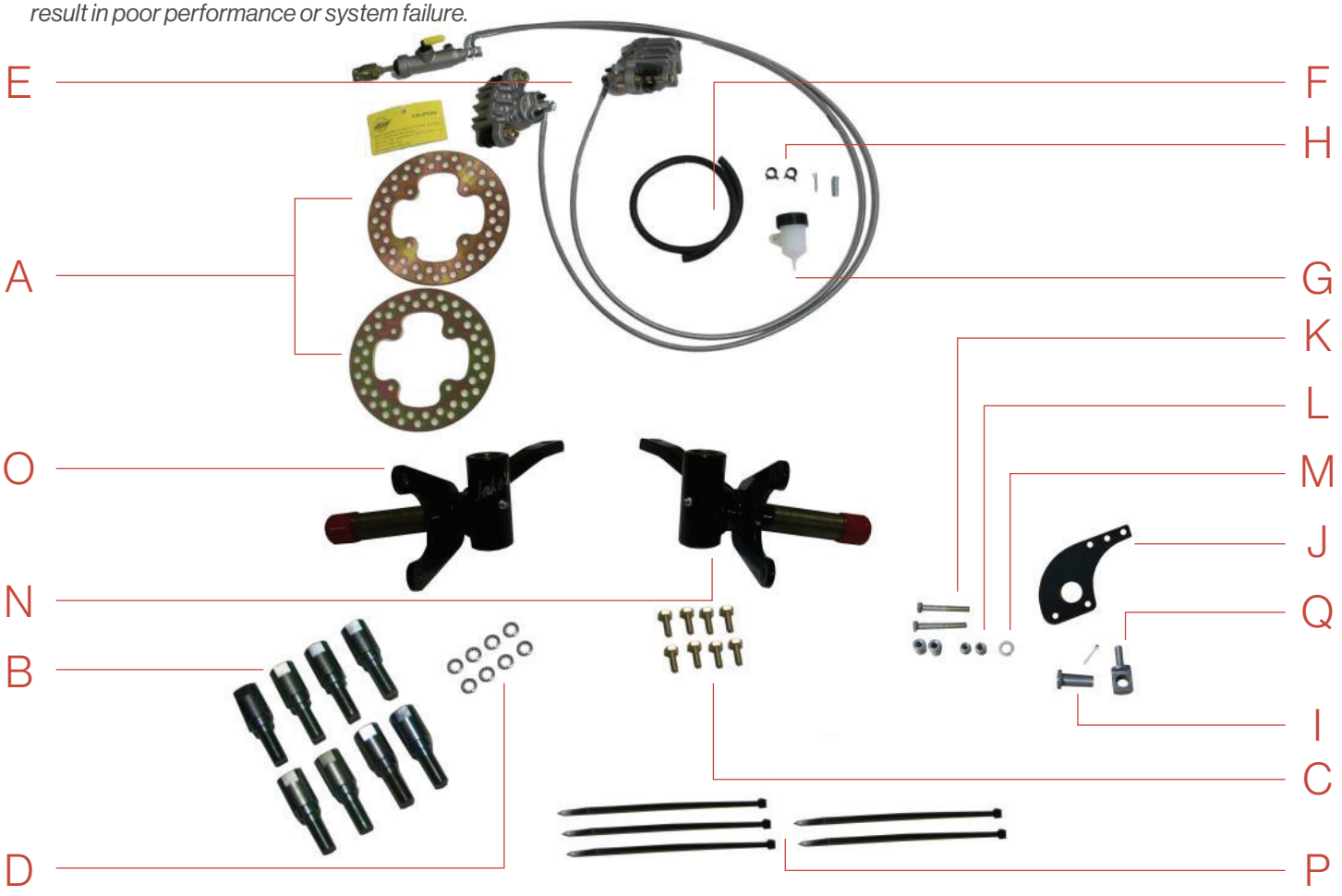
Parts 7497 | Non-Lifted

7510 | Lifted Carts w/ Jake's Long Travel Lift

Parts Diagram

****THIS SYSTEM WILL ONLY WORK WITH JAKE'S NEW 2008 SPINDLE DESIGN****

NOTE: *This brake system is not pre-filled or pre-bled with brake fluid from the factory. It is the responsibility of the installer or end user to properly fill and bleed the system before operation. Failure to do so may result in poor performance or system failure.*



CALLOUT	ITEM	QTY
A	BRAKE ROTORS	2
B	WHEEL STUDS	8
C	5/16" ROTOR BOLTS	8
D	SHAKE PROOF LOCK WASHERS	8
E	BRAKE SYSTEM ASSEMBLY	1
F	RESERVOIR HOSE	1
G	RESERVOIR	1
H	HOSE CLAMPS	2
I	COTTER PIN FOR MASTER CYLINDER	1

CALLOUT	ITEM	QTY
J	MASTER CYLINDER MOUNT	1
K	¼" X 2" BOLTS & LOCKNUTS FOR MASTER CYLINDER	2
L	SPACERS	2
M	LOCK WASHER	1
N	DRIVER SIDE SPINDLE	1
O	PASSENGER SIDE SPINDLE	1
P	TIE STRAPS	5
Q	ADJUSTER/CLEVIS	1EA

EA=EACH

NOTE: *This is a sophisticated system. We recommend this kit be put on by mechanically trained professionals or someone with hydraulic brake experience! System will need to be bled after installing.*

Always wear appropriate eye protection!

Assembly Instructions

FIGURE 1

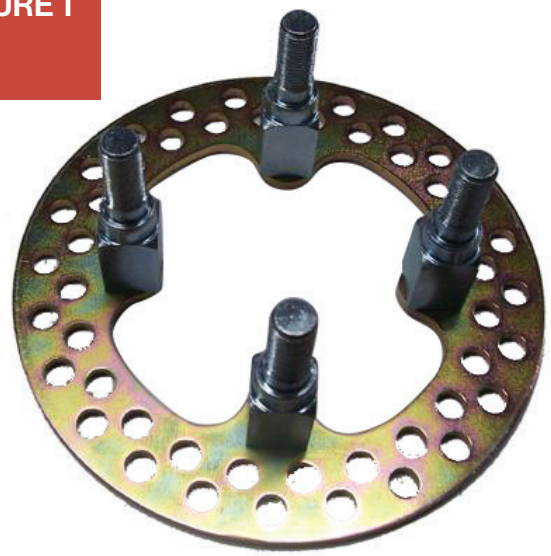


FIGURE 2

BOLT THE NEW SPINDLES TO THE CART USING THE STOCK KINGPIN, NUT, AND WASHER.

NOTE: *Remember to take the stock kingpin tube out of your stock spindles and install in the new spindles.*

1 Lift the cart and place on jack stands and remove the front wheels, tires & stock hubs.

2 Bolt the wheel studs (ITEM B) to the rotors (ITEM A) as shown in FIGURE 1 using the supplied bolts (ITEM C) and shake proof washers (ITEM D). The shake proof lock washers install to the bolt side of the rotor, not the wheel stud side.

NOTE: *FIGURE 1 shows the correct angle of how the wheel studs must be mounted.*

3 Remove the stock spindles from the cart. Remove the stock kingpin tubes from the spindles and install in the new spindles.

NOTE: *This is located between the stock bushings inside the spindle.*

4 Install the new brake capable spindles (ITEMS N&O) to the cart using the stock bolts, nuts and washer as shown in FIGURE 2. If you have our long travel lift kit there is no kingpin tube or washer simply replace the spindles with the kingpin and bolt from the lift kit.

5 Remove the rockers from both the driver and passenger side of the car. Remove the floor mat and the brake cluster cover from the floor. Save all hardware for reinstallation.

6 Using a 15MM wrench halfway back off the brake spring nut as shown in FIGURE 3.

7 Remove the snap ring from the clevis pin and remove the clevis pin from the stock brake pedal assembly as shown in FIGURE 3. This will allow the brake pedal to fall forward. Save the snap ring for reinstallation.

8 With a #6 allen wrench remove the 4 socket head cap screws from the brake pedal assembly as shown in FIGURE 3. Save these screws for reinstallation.

Assembly Instructions

FIGURE 3

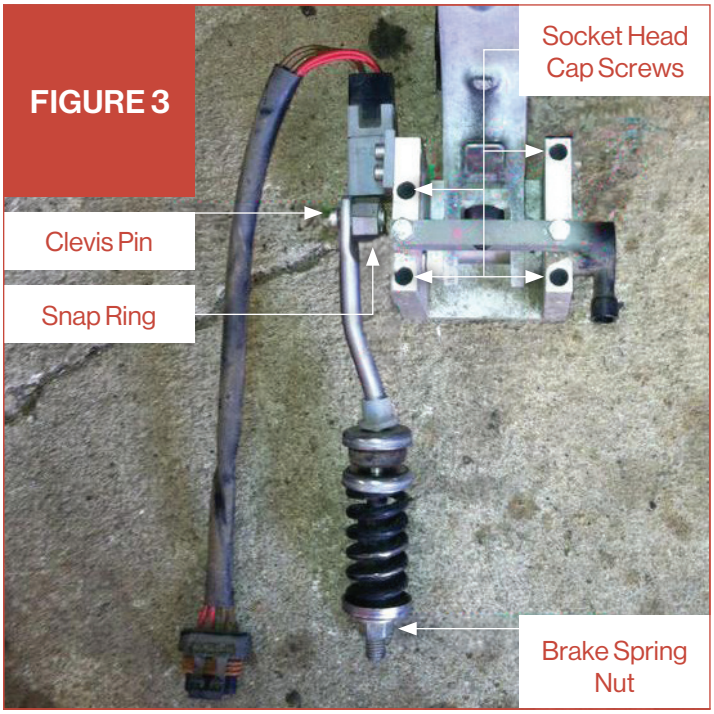


FIGURE 4

MARK 1½" DOWN, & 1½" OVER & DRILL WITH A 2" HOLESAW AS SHOWN IN BOTTOM RIGHT.

9 Using a 10mm wrench remove the driver side bolt from the brake pedal assembly. This bolt is located between the two driver side allen head bolts you just removed.

10 Set the entire brake assembly off to the side of the floor board.

11 Mark the firewall as shown in FIGURE 4 and drill with a 2" hole saw as shown in FIGURE 4.

NOTE: *Make sure all wires are out of the way before drilling*

12 Feed the master cylinder from the brake through the hole that was just drilled in the firewall.

13 Bolt the master cylinder to the master cylinder mount (ITEM J) using the supplied bolts and spacers (ITEMS K&L) as shown.

NOTE: *The spacers go between the master cylinder mount and the master cylinder as shown.*

14 Install the threaded brake adjuster (ITEM Q) to the master cylinder stud. Using the supplied clevis (ITEM Q) install the master cylinder to the stock brake arm with the stock snap ring and supplied cotter pin as shown in FIGURE 6.

15 Set the brake pedal assembly back into the stock position. Using the stock 6MM screws LOOSELY install the passenger side of the stock brake assembly to the cart.

16 Place the supplied lock washer (ITEM M) on top of the stock hole on the driver side front aluminum brake mount as shown in FIGURE 6.

Assembly Instructions

FIGURE 5

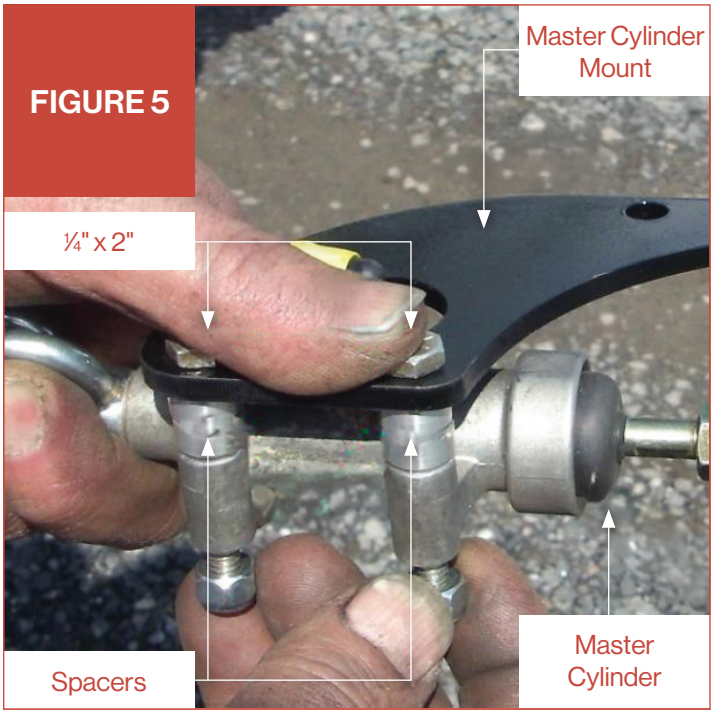
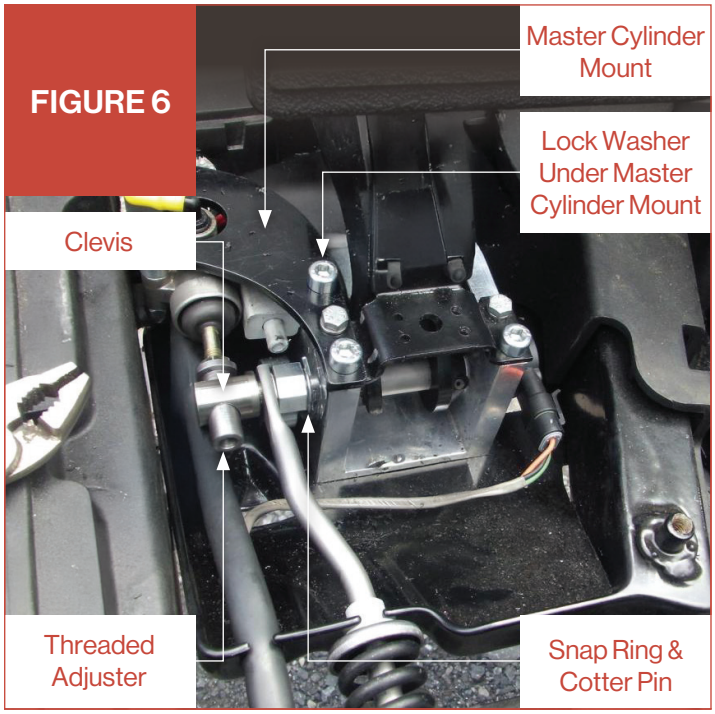


FIGURE 6



17 Using the stock 6MM screws reinstall the brake pedal assembly to the cart on the driver side. Reinstall the driver side stock bolt and lock washer between the 6MM screws. Securely tighten all bolts once brake pedal assembly is lined up in the stock location.

18 Route the brake line assembly through the center of the frame and to each side of the cart. There is a driver side and passenger side caliper. The lines must run up and in from the caliper and towards the inside of the cart as shown in FIGURE 7. Mount the calipers to the caliper mounts as shown in FIGURE 7.

19 Mount the reservoir hose (ITEM F) to the reservoir (ITEM G) using the supplied clamp (ITEM H). Mount the reservoir (ITEM G) to the down rail on the front frame using the stock hole as shown. Use a supplied tie strap (ITEM P) to mount the reservoir. Some carts may need a ¼" hole drilled for mounting.

20 Slide the remaining clamp (ITEM H) on the end of the reservoir hose (ITEM F). Pinch or plug the end of the hose before filling the reservoir. Using regular DOT 3 brake fluid, fill the reservoir. Do not put the lid on the reservoir. Turn the yellow cap on the master cylinder slightly upward and then remove the yellow cap. Slowly release the pinched hose and allow the air to be flushed out of the hose. Once the air is released and the brake fluid is flowing clamp the hose to the master cylinder. Refill the reservoir.

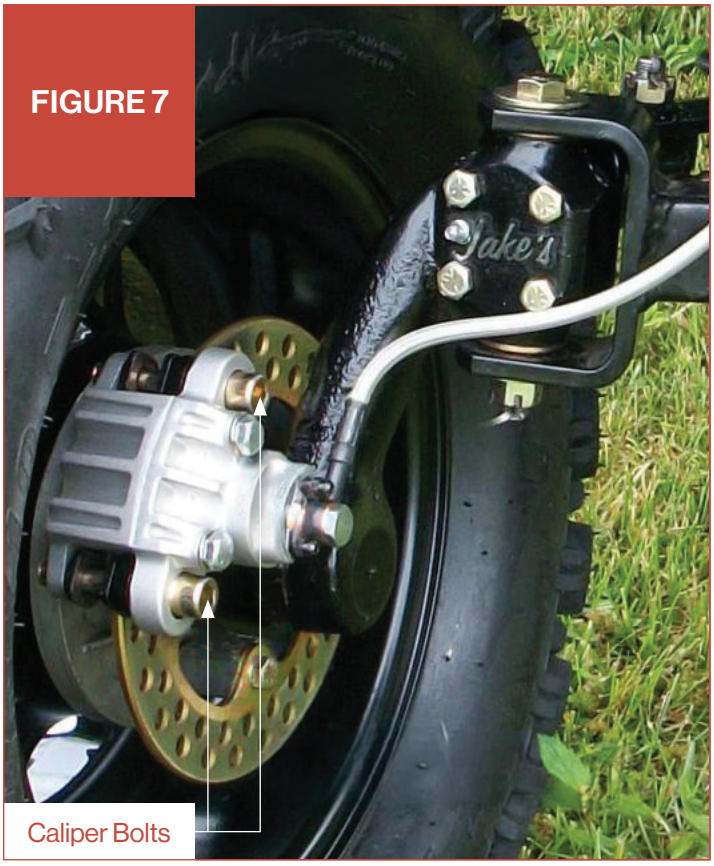
21 Securely tighten all bolts & nuts.

22 Bleed the system using DOT 3 brake fluid. We recommend Vacuum bleeding to ensure the best braking performance.

23 Install 10" or larger offset wheels. If 10" wheels are used it must have a normal straight wheel bell on the back side for rotor clearance. Stock 8" wheels will not fit.

NOTE: *We highly recommend vacuum bleeding the brakes at this point rather than relying on gravity bleeding. Vacuum bleeding is more effective at removing trapped air from the brake system, ensuring consistent brake performance and safety.*

Assembly Instructions



24 Test drive the cart. Pump the brakes several times to seat the calipers to the rotors. If you have no front brakes after pumping the brake pedal you have let air into the system and it will require the brakes being bled. If you want more front brakes turn the threaded adjuster shown in FIGURE 6 towards the rear of the cart. If you want less front brakes turn the adjuster towards the front of the cart. Remember to retighten jam nut once you have the brakes set to your desired setting.

25 Using supplied tie straps (ITEM P), tie the brake lines to the frame of the cart as needed to keep lines from rubbing.

26 Once you have brakes properly functioning reinstall floor panel, floor mat & side rockers using the stock hardware.

NOTE: *You must fill and bleed the system with DOT 3 brake fluid, we highly recommend vacuum bleeding the brakes at this point as gravity bleeding is not recommended. Vacuum bleeding is most effective at removing trapped air from the brake system. This ensures consistent brake performance and safety. When vacuum bleeding follow bleeder instructions. If you decide to manually bleed the brake system, reference these steps:*

1. *After completely installing the brake system and all hardware is tight, verify the reservoir is full of new/clean brake fluid. Monitor the reservoir remains full of brake fluid during the bleeding process.*

2. *Starting from the passenger side caliper, attach a bleeder hose over the bleeder screw, other end of the hose going into a bleeder bottle partially filled with brake fluid (hose end must be submerged in the brake fluid always). Open the top bleeder screw on the caliper, then slowly cycle the brake pedal down, pause, then up, and watch as air and fluid is expelled into the bleeder bottle, (make sure to continuously top off the reservoir with brake fluid) If bleeder bottle gets full of brake fluid, remove the excess, making sure the end of the hose is still submerged in brake fluid, do this until there are no more air bubbles while cycling the brake pedal. .*

3. *When you are satisfied all the air is out tighten the bleeder screw on the caliper and remove the bleeder hose and bottle.*

4. *Repeat this process on the driver side caliper. Remember to keep the reservoir full of brake fluid, if it ever goes empty, then air will get in the system, and you will need to start over again.*

5. *Once brakes are bled, top off the brake fluid and reinstall the reservoir cap, clean up any brake fluid that may have spilled.*

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